

**MINUTES: Thursday, 27 August 2020 at 9:00 AM – 11:00 AM.  
Microsoft Teams Meeting**

**Attending**

- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Simon Cager, Senior Project Engineer, Hutt City (to 10.25)
- Gerry Dance, Multi Modal Team Leader, Transport Services, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Twan van Duivenbooden, Auckland Transport
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Transport Planner/Engineer, Wellington City
- Wayne Gallot, Senior Transportation Engineer, Christchurch City
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Simon Kennett, Senior Multi-modal Specialist, Transport Services, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Chris Lai, Transportation Planner, Palmerston North City
- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Wayne Newman, (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Hjarne Poulsen, Transportation Team Leader, Dunedin City
- Kelera Qaraniqio, Network Engineer, Hamilton City
- Erik Teekman, Principal Adviser Walking and Cycling, NZTA
- James Wratt, Assistant Engineer – Multi modal, NZTA

**Apologies**

- Sandi Morris, Road Safety & Traffic Planning Engineer, Far North District Council
- Bill Rice, Senior Transport Engineer, Waimakariri District Council

**Agenda: principal items**

- 3.1 Advanced signage for Contra-flow cycleways
- 3.2 Road art
- 4.2 Barrier guidance
- 4.3 Access control devices
- 5.1 Cycleway design challenges – Totara St, Tauranga
- 5.2 Cycleway design challenges – Marsden Rd/Bridge St, Lower Hutt

## Notes

### 1. WELCOME, INTRODUCTIONS, APOLOGIES

Erik Teekman was welcomed to the group and the apologies noted.

### 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Actions from the meeting on 30 July 2020:

2.1 Courtesy crossings –design guidance revision – deferred to next meeting.

2.2 Cycleway merge options – revised plans have been added to Teams folder.

2.3 Meeting frequency and timetable for next 6 months was agreed:

- Meeting on 24 September would be last in monthly series
- Next meeting would be on 3 December for 3 hours with 15 minute gap
- Planned meeting and site inspections in Hastings would not be practical with Covid restrictions and post-lockdown reductions in travel facility
- Virtual meetings would continue in 2021
- Next physical meeting with site inspections would be late 2021

### 3. UPDATES

#### 3.1 Advanced signage for Contra-flow Cycling

The previously agreed sign to be placed 15m before a contra-flow cycleway had been Gazetted. Whether signage for traffic turning across such a cycleway was also needed was discussed. The analogy suggested was the warning of a railway crossing being to the left or to the right for approaching motorists. As the new sign is advisory and any contra-flow cycleway should be located in a lower volume or speed environment, the railway signage was not considered truly analogous, and the suite of signs and markings for cycle crossings was still available.

#### 3.2 Street Art and use of colour

The distinction between ‘street art’ (applicable to the corridor) and ‘road art’ (specific to the roadway surface) was noted. It was the latter that was permitted by a recent Rule change that would come into effect from 30 August in environments with an actual travel speed of 30kmph or less. The art must also not be able to be confused with any TCD. Guidance would be available by 30 August on the legal constraints, materials selection and maintenance needs. It was noted that the intent of roadway art should not be assumed to be to reduce traffic speed but, if the operating speeds of vehicles was found to consistently exceed 30kmph, interventions to reduce operating speeds would be a more rational response than removing the road art.

#### 3.3 Street design – planned 2-day course

Previous surveys had identified that training in design best practice for multiple personal transport modes was one of the most keenly-sought topics. Glen Koorey announced that a Best Practice Urban Street Design Workshop was planned for 3-4 November. Gerry Dance noted that, if interest was strong, similar workshops might be taken to other centres in 2021.

#### 3.4 Advisory shoulder layout rural trial – potential sites

It was noted that potential sites for trials need not be only rural. The Agency was keen to progress trials at locations, both rural and urban, that offered suitable traffic volumes and speeds, and cross-section widths.

#### 3.5 Dunedin 2-aspect signal Barnes dance trial

The surveys are due to be completed over the next two months with the final report due in March 2021.

### 3.6 Shark Teeth – minimum guidance

The work done by Wayne Gallot and CCC staff had provided sufficient guidance for the minimum dimensions for the marking to be included within the revised Part 5 of the TCD Manual, which would be considered for finalisation in November.

### 3.7 Omnibus Rule Change

It was reported that the 2019 Omnibus Rule Change was now the 2020 Omnibus Rule Change, and it was noted that many signs of direct interest to the group had been Gazetted.

## **4. DESIGN ISSUES**

### 4.1 Greenway signage – deferred to next meeting

### 4.2 Barrier guidance

James Wratt spoke to the circulated draft CNG section on Cyclist barriers on bridges and structures and fencing and edging treatments for paths. The former references the Bridge Manual while the latter references the comprehensive guidance in the Queensland guidance. Two aspects were identified for monitoring: whether a higher fence increases the perception of risk among users; and whether using finer mesh on southern structures increases the risk of ice on the path.

It was noted that the requirement for a fence above a drop of 1 m or more derives from the Building Code, and there was some discussion of grade separation between cyclist and pedestrian facilities where the drop might be 0.5-1 m. It was agreed that the key consideration must be the potential effect on a cyclist of a drop of 0.5-1 m.

### 4.3 Access control devices

Simon Kennett presented the revised drawings for markings for obstacles on cycle paths, showing a 450mm shoulder to each side and a 1:20 (10m) taper, which may be longer if needed where cyclists would approach the obstacle at speed. It was noted that a maximum clearance of 1.8m from the obstacle was required, but many authorities are using a lesser gap to exclude vehicles. Use of a U-rail, rather than a bollard, can avoid situations where access control obstacles become hazards within the cycleway or provoke head-on collisions in a central lane between two bollards.

## **5. OTHER BUSINESS**

### 5.1 Totara St, Tauranga – design challenge

Karen Hay explained that Totara St is the main access to the Port of Tauranga with 20% of traffic being heavy vehicles, with poor visibility around the cab. The current cycle lane is too narrow, at 1.0 -1.2m, and is too often in the blind spot for HVs. It is also used by HVs for turning. A 2018 proposal to upgrade the route has not progressed and there is an urgent need for an interim solution while a development plan for freight operations is completed. Glen Koorey explained that this was to remove the cycle lane, leaving just the shoulder, and transfer cyclists onto a cycle path using the existing footpath.

The high number of potential crossings for both heavy and lighter vehicle access was identified as a concern. The Hutt Rd trial was cited as a model, suggesting that a full width speed hump, clear limit line and adequate signage and markings would be needed at each access to avoiding putting cyclists at greater risk.

## 5.2 Cycleway design challenge – Marsden Rd/Bridge St, Lower Hutt

Simon Kennett introduced this item at the end of the meeting and asked members of the group to stay after the scheduled close if they could. He explained that the Agency is investing in an extension of the cycleway in the Hutt Valley to connect networks and that he had a particular concern with the section carrying the cycleway from Petone across to the Hutt River.

The present design brings the cycleway along Bridge St on a 3m shared path to the intersection with Marsden Rd and around the corner, before crossing Marsden Rd to continue along the stop bank. Marsden Rd is a 50kmph, 3,000 v/d street with only 2% HV, but cyclists would arrive at the crossing suddenly and would be unlikely to stop and wait. There was enough HV traffic turning at the intersection to constrain the ability to add some safety interventions.

A mountable centre refuge had been dismissed as unacceptable by the safety audit, but the logic was questioned. It was suggested that no HV driver would attempt to turn and mount a centre refuge that was already occupied.

Instead, it was proposed that the centre refuge be widened to permit two-stage crossing and the full crossing be placed on a platform, while the intersection could be altered by kerb build-outs in both Bridge St and Marsden Rd to control the turns of HVs.

## **6. NEXT MEETING**

Thursday, 24 September 2020 at 9:00 AM – 11:00 AM. Microsoft Teams Meeting  
Conference ID: 707 270 878#

- Courtesy crossings –design guidance revision
- Greenway signage
- Inclusive access audit tool
- Cost estimation tool
- Micro-mobility regulatory framework

Meeting closed at 11.20